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CENTRAL INTELLIGENCE AGENCY

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RETURN TO CIA
LIBRARYBrandenburg (N 53/4 23) Supply Depot.

2. Between 10 and 22 October, the supply depot in Brandenburg supplied units at the Brandenburg military post and, through its Brandenburg-Goerden and Kirchmieser branches, units in the vicinity of the post with PX merchandise, articles of clothing and equipment, and extra rations for officers. (3) Lieutenant Colonel Sasha Gurtavoy, 38 to 40 years old, wearing light-blue epaulets with longitudinal silver stripes, was in charge of the depot and, according to his own statements, also of the Zerbst (N 52/9 28) supply depot.

(4)

3. Captain Petushkov (fnu), about 35 years of age, wearing red epaulets with longitudinal silver stripes and living in Jorder (N 53/A 53), was in charge of the military merchandise section of the depot. He often made official trips to Leipzig, Cottbus (N 52/A 57), Dresden, and Meissen (N 52/E 17).

(5)

Burgstaedt (N 51/K 56) Supply Depot.

4. The Burgstaedt equipment and clothing depot was enclosed by a board fence in early September 1950. The German workers had to pass through a guardhouse when entering the depot area and were checked by soldiers wearing black-bordered red epaulets when leaving after working hours. Some of them were searched to the skin. Fifty to sixty German workers were employed in the shoemaker's and tailor's shops established there. (6)

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5. The number of the guards of the depot located in the former engine factory has been increased since 15 September. A telephone exchange, from which field wires lead to the equipment and clothing depot and the Markersdorf (N 51/K 67) depot, was identified in a room on the first floor of Building No 4 of the depot. (6)

Dannenwalde (N 54/U 61) Ammunition and Ordnance Depot.

6. Thirty-six more rocket launchers were shipped by rail to the Dannenwalde-Seilershof ammunition depot between 23 and 28 October, according to local residents. Numerous rocket launchers had to be stored in the open, because the capacity of the available storehouses was inadequate. From time to time, rocket launchers were supplied by the depot to individual military posts. For example, a small number of rocket launchers were allegedly shipped to Neuruppin (N 53/Z 49) recently. (7)
7. In early November it was learned that the number of rocket launchers stored in the Seilershof ammunition depot had recently decreased. The rocket launchers were allegedly distributed to several military posts in shipments of four or five. Trucks [redacted] loaded with ammunition boxes, were seen to move into the ammunition depot. (8)

Fuerstensee (N 54/U 63) Ammunition Depot.

8. On 9 October some of the storage bunkers and other installations of the Fuerstensee ammunition depot were reconditioned. The depot area was, however, reduced in size. A fence with watchtowers was constructed around this reduced area. The depot proper, in which no ammunition was stored according to congruent statements by several local residents, was guarded by a Soviet detail. The depot installations outside the fence were destroyed and released. (9)
9. A small dump, allegedly an ammunition dump of the Volkspolizei, was located north of the Fuerstensee depot. It was guarded by Volkspolizei personnel.
10. As previously reported, a train of 40 tank cars had entered the ammunition depot some time ago. It was learned, however, that this train, which had entered the depot in two sections, had been sidetracked there only temporarily and had departed toward Fuerstenberg (N 54/U 52) one or two days later. The train allegedly went to the training grounds, where the fuel was picked up by truck columns on the open line, a practice which has been repeatedly observed. (10)

Fuerstenwalde (N 53/V 33) Medical Main Depot.

11. On 28 October, four coaches and six boxcars marked with red crosses were observed on the railroad spur of the Soviet Army main medical depot, which had been moved from Berlin-Lichtenberg to the Fuerstenwalde airfield. Trucks [redacted] and jeep [redacted] at the entrance of the medical depot. (11)

Markersdorf (N 51/K 67) Motor Vehicle Repair Shop.

12. On 13 September, the commanding officer of the motor vehicle repair shop in the Groma Plant was transferred to Grimma (N 52/E 40). He was replaced by a major who arrived in Markersdorf together with two more majors and three lieutenant colonels. All those officers wore red-bordered golden epaulets. About twenty German workers were employed in the repair shop. (12)

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13. In the afternoon of 22 September, about 25 soldiers wearing black-bordered red epaulets left the repair shop with all their baggage on truck [] heading toward Chemnitz. Some of the soldiers were armed with rifles and some with submachine guns. (13)

14. In the afternoon of 10 October, signal truck [] Opel sedan [] 2½-ton trucks [] and bus [] which came from the repair shop were all loaded on railroad cars at the Markersdorf railroad station. (14) One [] Opel sedan, two German-made 1-ton trucks, one truck trailer loaded with four truck engines, and other motor vehicle spare parts were also observed to be loaded on railroad cars. All the motor vehicles had been towed from the repair shop to the railroad station by a diesel tractor of the Erfurt (M 51/J 36) KWTU (Community Economic Enterprise). The loading was done by Germans. It was learned that the motor vehicles were deadlined and were given to transportation companies in the city of Erfurt. The railroad cars were coupled to a freight train which left toward Chemnitz at 9 p.m.

15. At about 2 p.m. on 19 October, approximately 30 soldiers wearing black-bordered red epaulets arrived in Burgstaedt aboard the regular passenger train from the direction of Chemnitz. The soldiers were clad in new uniforms, had their baggage with them and were armed with rifles and submachine guns. They were taken to Markersdorf on truck [] led by a senior lieutenant wearing red-bordered golden epaulets. It was learned that the soldiers had been replacements for the motor vehicle repair shop and had come from the U.S.S.R. (15)

Markersdorf Medical Depot.

16. On 13 September, it was learned that 15 to 20 female and 10 male Germans were employed in the medical depot. (16) In the afternoon of 27 September, truck [] commanded by a senior lieutenant wearing red-bordered golden epaulets, was loaded in front of the depot with ten boxes, measuring 70x70x60 cm and containing drugs, dressing material, and soap. The truck left toward Chemnitz. (13) At noon of 29 September, truck [] was loaded in front of the medical depot with six boxes, containing items of the same type as described above and six sacks containing soda. A senior lieutenant wearing red-bordered golden epaulets was observed to be in charge of the shipment. Simultaneously, truck [] was loaded with five boxes and four sacks containing goods of the same type as described above. The truck was driven by a tank trooper. A lieutenant wearing red-bordered golden epaulets rode beside the driver. The two trucks left toward Chemnitz at about 3 p.m. (17)

17. At about 4 p.m. on 5 October one boxcar containing 30 boxes, 60x60x60 cm, and 25 sacks was unloaded at the Markersdorf railroad station. The shipment had been dispatched by Pett-Chemie, Chemnitz. The boxes, containing toilet soap, and the sacks containing powdered soap and soda, were taken to the medical depot on [] truck. This truck allegedly belonged to the repair shop in the Groma Plant.

18. Major Marinishenko (fnu), was identified to be in charge of the repair shop and the medical depot.

Merseburg (M 52/D 91) Ordnance Depot for Captured Weapons.

19. Between 19 and 22 October, German transportation companies took the scrap metal stored in the ordnance depot at the Merseburg airfield to the Heinrich Heide Firm by order of the ATG. The depot was allegedly cleared because

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the airfield was to be put into operation again. Extensive preparatory measures for building operations were observed. Field rails, ties, 50 lorries, cement in sacks and boards came in via the railroad spur and were dumped in the northwestern corner of the airfield. Also, three sheds were constructed there. A scaffold, 50 by 20 meters, was set up on the northern edge of the airfield. (18)

Schoonsbeck (M 53/D 78) Ordnance Depot.

21. A train of ten locked boxcars arrived at the depot on 23 September. About 40 troops were trucked to the depot from Magdeburg (M 53/Y 60) that night to store the undetermined contents of the cars in Warehouse No IV. One more row of windows was covered with cloths in this warehouse. (20)
22. A train of 24 locked boxcars commanded by Captain Duktanich (fnu), arrived at the depot on 29 September. Twenty boxcars contained clothes, padded winter clothing and boots. The articles were stored by German workers in Warehouses No V, VI, and VII. About 40 soldiers again arrived from Magdeburg to unload the other four boxcars and to store the unidentified items in Warehouse No IV. It was rumored that these items were weapons and munitions. Eight sliding doors of the warehouse were sealed. (20)
23. Late in September, the German workers were told to be ready for work on Sunday, 1 October, to unload a freight train with 50,000 overcoats, expected to arrive from Bornau during the preceding night. (21)
24. An order for the repair of 50,000 fur caps was canceled in late September 1950. Because the completion of this repair work had suddenly become very urgent only about 4,000 fur caps were to be sent to the repair shop of the army ordnance depot to be repaired, whereas the remaining 46,000 fur caps were to be shipped by freight cars to other repair shops in Bernau and Frankfurt/Oder. (22)

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26. The mysterious shipments still continued in late October. The contents of the freight cars were always stored in Warehouse No IV by troops. No details on the items stored were learned. No increased activities indicating some special military measures were observed in the installation.

Wildau (N 53/V 02) Tire and Spare Parts Depot.

27. The loading activities in the Soviet Army tire and spare parts depot housed in the Iowa Plant, Wildau, continued on 4 and 5 August. It appeared that only motor vehicle spare parts were loaded during the time of observation.

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of clothing which, according to a previous report on rail movements, was dispatched from the Bernau clothing depot to Schoenebeck on 27 September. [REDACTED]

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- (22) The Bernau clothing depot is known. No clothing depot has been reported to be located in Frankfurt/Oder, however.
- (23) Three trucks belonged to headquarters units of the Third Shock Army and two trucks to the 3d Gds AAA Div of the Third Shock Army.

(24)

[REDACTED]

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